

REMARKS

Reconsideration and allowance are respectfully requested in light of the above amendments and the following remarks.

Claim 14 has been amended to recite a feature similar to features recited in independent claims 15 and 19. Support for the feature added to claim 14 is provided in the specification on page 7, lines 20-24. The amendment was not presented earlier due to the unforeseeability of the newly applied rejections.

Claim 14 stands rejected, under 35 USC §103(a), as being unpatentable over Coquin et al. (US 5,668,541) in view of Sekine et al. (US 6,067,497) and Cleary et al. (US 4,638,437). Claims 15-19 stand rejected, under 35 USC §103(a), as being unpatentable over Coquin in view of Sekine and Cleary and further in view of Middleton et al. (US 5,499,025). To the extent the rejections may be deemed applicable to amended claim 14, Applicant respectfully traverses. Applicant also traverses the rejections of claims 15-19.

Claim 14 now recites a heads-up display that displays a symbol on the windscreen of an aircraft, in the pilot's field of vision, that visually projects a calculated stopping position of the aircraft on the pilot's view of the runway. The Final Rejection tacitly acknowledges that Coquin, Sekine, and Cleary do not suggest the feature of a heads-up display that displays the stopping

position of an aircraft on the pilot's view of the runway. To overcome this deficiency, the Final Rejection cites the teachings of Middleton (see Final Rejection section 3).

However, Middleton discloses that prior to takeoff, a pilot enters the length of the airfield runway (Middleton col. 11, line 44). A computing system re-scales the entered length of the runway to generate a graphic image of the runway on a display (col. 11, lines 45-47 and 62). In Fig. 10B, Middleton shows an airplane symbol 51, a predicted stop-point symbol using maximum braking 63, and a predicted stop-point symbol using a current level of measured acceleration 64 that are superimposed on the graphic image 58 of the runway (col. 13, lines 35-38).

Claim 14 recites that a calculated stop-position symbol is project onto the pilot's view of the runway (i.e., the pilot's actual view of the runway). By contrast to this feature, Middleton teaches projecting a stop-position symbol on a scaled graphic image of the runway produced by Middleton's system. Accordingly, Middleton's system does not provide the pilot with an indication of where the airplane will stop on the actual runway. Instead, Middleton's system merely provides an indication of where the airplane will stop on a scaled and computer generated graphic image of the runway.

Accordingly, Applicant submits that the applied references do not suggest the above-noted subject matter defined by claim 14. Independent claims 15 and 19 similarly recite the feature distinguishing claim 14 from the applied references. For similar reasons that this feature distinguishes claim 14 from the applied references, so too does it distinguish claims 15 and 19. Therefore, allowance of claims 14, 15, and 19 and all claims dependent therefrom is warranted.

To promote a better understanding of the differences between the claimed subject matter and the applied references, Applicant provides the following additional remarks with regard to the invention defined by claim 14.

The Final Rejection acknowledges that Coquin does not disclose the features recited in claim 14 whereby:

a) the acceleration during an acceleration phase of the aircraft is a predetermined deceleration value;

b) the deceleration value corresponds to the deceleration during emergency braking;

c) the calculation of the distance df is performed in a separate procedure; and

d) the stopping distance is presented (see Final Rejection page 2, last line, through page 3, line 3).

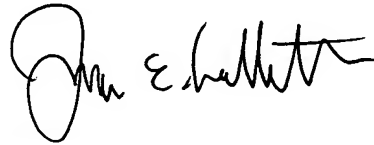
Applicant submits that the combined teachings of the applied references do not disclose or suggest features (a) and (b), above. More specifically, Coquin and Sekine concern a deceleration phase and not an acceleration phase. A deceleration phase and an acceleration phase are different, and the same values are not usually taken into account for these two phases. The cited part of Coquin (col. 3, lines 64-67) concerning the acceleration value relates to a "braking phase" (i.e., a deceleration phase), after interruption of the take-off procedure (i.e., after interruption of the acceleration phase). Moreover, the cited part of Sekine (col. 4, lines 42-53) relating to the calculation of the distance also concerns deceleration, wherein β is a reference deceleration. Therefore, it is not obvious to use, during an acceleration phase, information disclosed by Sekine and Coquin for a deceleration phase. Additionally, it is not obvious that the acceleration value acc is a deceleration value.

Furthermore, it is not obvious to use, as a deceleration value, the deceleration during emergency braking. In fact, the cited part of Sekine states that β is a reference deceleration and not an emergency braking deceleration.

In view of the above, it is submitted that this application is in condition for allowance and a notice to that effect is respectfully solicited.

If any issues remain which may best be resolved through a telephone communication, the Examiner is requested to telephone the undersigned at the local Washington, D.C. telephone number listed below.

Respectfully submitted,



Date: March 10, 2005
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